IN THE SPECIFICATION

Please replace paragraph [0015] with the following amended paragraph:

[0015] Detonation chamber 102 is positioned at deflagration chamber downstream end 106 in flow communication with deflagration chamber 100, such that flow exiting deflagration chamber 100 is discharged through detonation chamber 102. More specifically, deflagration chamber 100 includes a vaneless radial nozzle (not shown) that accelerates and directs flow from chamber 100 into detonation chamber 102. Detonation chamber 102 ~~is semi-toroidal and~~ is in serial, axial flow relationship with deflagration chamber 100. Detonation chamber 102 is also in flow communication with a reversed flap 110 positioned downstream from chambers 100 and 102. ~~Detonation chamber 102 is electrically coupled to an externally energized ignition system (not shown) that is used to ignite the fuel-air mixture within chamber 102. Alternatively, an alternate ignition means, including, but not limited to, a radiative, plasma, or chemical means is used to ignite the fuel-air mixture within chamber 102.~~

Please replace paragraph [0017] with the following amended paragraph:

[0017] When flap 110 is in first position 112, flap 110 facilitates preventing airflow from backflowing to contact detonation chamber 102, and thus, essentially prevents flow communication between detonation chamber 102 and engine flowpath 54. Alternatively, when flap 110 is in second position 114, flap 110 is considered "stowed" in close proximity to nozzle inner surface 116, and thus, detonation chamber 100 is returned to flow communication with flowpath ~~56~~ 54 and pulse detonation system 12 receives combustion gases discharged from core engine 30 and airflow exiting bypass duct 42.

Please replace paragraph [0019] with the following amended paragraph:

[0019] In the augmented or reheat mode of engine operation, flap 110 is translated to second position 114, or the stowed position, and detonation chamber 102 is returned to flow communication with flowpath 54. Fuel is supplied to deflagration chamber 100 such that chamber 100 is operated in a fuel-rich mode of operation. Flow exiting deflagration chamber 100 is directed into detonation chamber 102 ~~from chamber 100~~ by the vaneless radial nozzle which operates above a critical pressure ratio ~~into detonation chamber 102~~, and combustion is initiated within detonation chamber 102 ~~by the externally energized ignition~~

~~source~~. Because centerbody 56 is translated to second position 82 during the reheat mode of engine operation, the pressure ratio across the vaneless radial nozzle is increased. When this ~~the~~ pressure ratio reaches the critical value, detonation occurs within detonation chamber 102. The resulting detonation shock pattern results in the temporary interruption of flow into chamber 102, the discharge of detonation products aftwards, and the initiation of a fresh charge of deflagration products through the radial nozzle. The cycle is repeated at a high frequency such that an amount of thrust from engine 10 is increased without impacting operation of core engine 30. As a result, operation of pulse detonation system 12 creates a pressure and temperature rise within engine 10, which facilitates increasing an amount of thrust from engine 10.